SENATE WITHOUT QUORUM; DELAYS MANPOWER BILL

Plan Now Is to Meet Monday and Begin Measure on Thursday

Washington, Aug. 15.—Plans for beginning consideration in the Senate next Monday of the new manpower bill extending the draft ages were blocked to-day by failure of a quorum to appear when Chairman Chamberlain, of the Military Committee, submitted the measure with a favorable report.

Senate leaders had telegraphed members to return from vacations so that the agreement for three-day recesses until August 24 might be set aside and thus clear parliamentary obstacles to taking up the bill immediately upon convening Monday.

Only forty-three Senators answered to their names when the roll was called, six less than a quorum. There were 22 Republicans and 21 Democrats.

The Senate adjourned until Monday and the plan now is to begin consideration of the bill next Thursday.

Senator Chamberlain still hopes to pass the measure by Saturday of next week. He said a quorum seemed assured for Monday.

MOTOR MESSENGERS NEEDED IN FRANCE

[Continued from First Page.]

here in co-operation with the nationwide effort. The letter to Mrs. Gilbert, explaining the needs and qualifications, follows:

"Our Paris office has called for 300 women motor drivers to be sent to France during the next six months. These women will be used principally in Paris and interior parts for motor messenger service, ambulance service between stations and Red Cross hospitals, and will also be used to a limited extent for camion service. The Red Cross will pay their transportation. Women should be volunteers, but, if necessary, will be allowed at the rate of 450 francs per month, (less than $90) for expenses when out of Paris and 600 (less than $120) francs per month for expenses when in Paris.

"Candidates for this service will be selected from the American Red Cross Motor Corps in all cities where such motor corps now exist, but where there is yet no Red Cross motor corps organizations tested by the divisional director of motor corps service or by some representative selected by the divisional director as near the applicant's home city as possible.

"The special qualifications for this service are as follows:

"Certificate of First Division Red Cross Motor Corps, Ambulance and Truck Driver, or successful passing of an examination in mechanics and first aid as specified for A. R. C. First Division Motor Ambulance and Truck Drivers.

"Candidates must also meet the usual qualifications for overseas service as to age (minimum 25 years, by order of War Department), loyalty and health.

"Please proceed at once to find out from the Red Cross Motor Corps captains in your chapter what women are available for this service. Instruct all applicants to fill out Bureau of Personnel Service application form No. 200 and to forward these forms to this office for our endorsement and recommendation.

"It is believed that the above will afford an excellent opportunity for stimulating your Motor Corps recruiting and organization and should increase the number of Motor Corps and membership in your chapter. The local Motor Corps will afford an opportunity for women to qualify themselves for overseas work.

"Further information regarding overseas uniform, etc., will be sent at a later date.

"This division is asked to supply twenty-five drivers."

INROADS ON FRANCE HERDS

Since the outbreak of the war France has suffered a loss of 2,600,000 head of cattle. Deducting 1,000,000 for the loss due to the total or partial invasion of some ten departments, there is a diminution of some 1,600,000 head.

Moreover the cattle have greatly lost in weight. Before the war the average weight in meat of slaughtered cattle was from 770 to 880 pounds, whereas to-day it hardly exceeds 550 or 570 pounds. To obtain in the future the same quantity of meat as to-day an ever-increasing number of cattle will have to be slaughtered.

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1000 Used Autos, $250 Up

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AMERICAN AVIATORS DROP BOMBS ON HUN RAILROAD

By Associated Press

With the American Army in France, Thursday, Aug. 15.—American aviators successfully bombarded the railroad yard at Dommary-Baroncourt, in the Verdun-Metz area this morning. Longuyon, north of Verdun, and Thiaucourt were attacked Wednesday.

Several bursts were observed in the central and southern part of the yard at Dommary-Baroncourt and the installations there are believed to have been wiped out.

Three direct hits were made on the track in front of the station at Longuyon and twenty-three bombs fell on surrounding warehouses. Certain military objectives were bombed at Thiaucourt.

AMERICANS IN WAR GIVE THEIR LIVES FOR IDEALS

Harden, German Editor, Declares the Yankees Have Been Grossly Misrepresented in His Country

Washington, Aug. 16.—Another violent attack on Prussian policy, with a warning of the storm brewing in Russia and a frank tribute to British and American soldiers fighting for their ideals, has just been published in the Zukunft by Maximilian Harden, the free-spoken German editor. An official dispatch from France to-day quotes extracts from the article, commenting particularly upon the action of the German censors in permitting it to appear.

"At the moment when the fire of Slavic hatred coming from the four corners of Russia is developing into one single immense flame," Harden asked, "how can our rulers think of finding supporters for thrones and supplying candidates for them? Are our rulers desirous of supporting the plans of the adversary and uniting in one single fire all the sparkling flames which are burning or smouldering between Vladivostok and Sebastopol; between Murmansk and Fiume?"

Harden declared the soul of modern Germany is dominated by the idea of bondage, is summed up in "Down on your knees." He attacked the Prussian House Lords and especially Prince Salm-Horstmar, who said, like his Emperor, that the present war was nothing but the conflict between the American conception of the world and the Germanic one.

"You think that the British and Americans are such as the conservative papers represent them," he wrote. "They have proved themselves to be very different on the Yser, at Arras and at Dermans. They have shed the best of their blood, spent hundreds of thousands without dreams of conquest; simply for their ideals. Does this in any way correspond to the picture that you have drawn of them?"

Trains With Pioneers at Camp Wadsworth

PHILIP SHULMAN

Philip Shulman, of 926 North Sixth street, is now with Company E, Fifty-sixth Pioneer Infantry, at Camp Wadsworth, South Carolina. Before entering military service Mr. Shulman was connected with the Wonder Clothing Store.

Odd Fellows of Four Counties to Hold Reunion

Beaver Springs, Aug. 16.—Everything is in readiness for the big Odd Fellows reunion of Union, Mifflin, Juniata and Snyder counties to be held here in Centennial Park tomorrow. It is expected that at least 8,000 people will be preents for the big event. Miss Ama Hoffman, of Mifflin, prominent in the Rebekah lodge of the state; Mrs. Virginia Mull, Milton, ex-president of the state Rebekah assembly; R. D. Beman, Harrisburg, grand master of the state lodge of Odd Fellows; J. W. Stroh, president of the Odd Fellows Orphans' Home of Central Pennsylvania, and a number of other speakers are scheduled to appear on the program. There will be a band concert in the afternoon and another in the evening. Baseball games and other athletic contests have been arranged. H. I. Romig, Beaver Springs, is president of the association.

Changes Made in the Hun Army Commands

French Headquarters in France, Aug. 16—The successor to General Von Mudra, who commanded the first German army in the attack on General Gouraud's army in the Champagne last month, apparently is General Von Carlowitz, a Saxon, who had been minister of war in Dresden and had distinguished himself in leading a Saxon army corps in the offensives of this year.

General Von Boehn, who commands the new army group recently formed commanded the ninth corps, which helped to sack Louvain. He is credited with saving the German army after Gen. Mangin's attack on July 10, but has been forced to accept the chief responsibility for such failures as that of the battle of Malmaison last fall and the retreat from the Marne this spring.

INSPECTS ELEVATOR

George W. Young, who is elevatorman at the rear of the courthouse, is making his annual inspection of the equipment. A number of minor repairs and adjustments are being made to the machinery.

FOR SALE

Forster Estate Ground

This ground fronts on Cameron, 11½, North and Forster streets, and contains over four acres — a splendid site for manufacturing purposes. The property has been plotted and will be sold as a whole or in lots. The prices are right, and it is an opportunity for any person interested in this class of property.

MILLER BROTHERS & CO.

LOCUST AND COURT STREETS

MEMBER HARRISBURG REAL ESTATE BOARD

ROYE ENDANGERED BY ALLIED ADVANCE

[Continued from First Page.]

to have a large number of men, Canadian troops have pushed farther eastward by completing the occupation of the villages of Parvillers and Damery. These points are about two miles west of the highway and railroad running north and south through Chaulnes and Roye.

Allies Continue Advance

Apparently the enemy had completed his withdrawal movement in the Hebuterne sector north of Albert. Berlin announces officially that German troops were withdrawn from small salients.

However, it is not yet clear how far the Germans have retired. The enemy still holds Albert, but the British are in the western outskirts.

Between the Oise and the Matz, the French continue their steady pressure and have gained additional high ground west of the Oise and northwest of Ribecourt. The Germans fought hard to hold Monolithe and Attiche farms, but were finally driven out by General Humbert's men. The farms are east of Thiescourt wood and are on the high ground dominating the river Divette, a small tributary of the Oise.

Huns May Stand

Appointment of General Von Boehn, who led the retirement from the Marne, to the command of the German group in Picardy, is confirmed officially from Berlin. It is believed in London that because of the scarcity of reserves the Germans will fight on the defensive on their present line. Fifteen reserve divisions already have been thrown in between the Ancre and the Oise and the enemy is said to have only sixteen fresh divisions on the entire front from the North Sea to Switzerland.

Unofficial estimates in London place the allied captures since August 8 at 34,000 men and 670 guns. It is declared the proportion of German to allied losses has been greater in the recent fighting than at any time since 1914. The total allied casualties may not be as large as the number of German prisoners captured.

Lull in Fighting

All other sectors of the western front appear to be affected by a fighting lull. The German artillery fire and aerial activity has decreased along the Vesle, where the French and Americans maintain their pressure.

Aerial operations still are intense. On the British front twenty-eight German machines were put out of action Wednesday, while the Germans lost fifteen. Bombs have been dropped on railway junctions within the German lines and British aviators have flown into Germany to attack Thionville and Offenburg. American aviators have brought down two more enemy machines and have bombed railway junctions in the Metz-Verdun area with good effect. Paris was visited Thursday night by raiders who dropped several bombs. A small number of persons were killed and there was some material damage.

On the Italian front the situation is normal. The Italians have seized an islet in the southern reaches of the Piave.

Allies Win in East

In the east, from Moscow to Vladivostok and from the White Sea to the Caspian, the situation daily becomes more interesting and more menacing to Germany.

From Archangel allied troops have made good progress southward toward Vologda and apparently are operating in three columns against the Bolsheviki, whose opposition is reported to have been fairly determined. The occupation of Baku by British troops who came north through Persia from Bagdad is a blow to German and Turkish pretentions in the Caucasus. To the north the Czecho-Slovaks are in force along the Volga under the command of experienced Russian generals. In eastern Siberia the position of the allies apparently is improving, as more troops are landed at Vladivostok.

Soldiers Are Arrested After Street Car Fight

Lancaster.—Alleged to have beaten a trolley conductor when he attempted to put them off a car for refusal to pay a six-cent fare, three soldiers are lodged in jail charged with assault and disorderly conduct. They are John Oblender, of this city, and Fred J. Martin and Frank Edwards, two of his pals, who were on furlough from Camp Lee.

Reading Spiritualist Ends His Life at 60

Reading.—A victim of nervous prostration, William P. Taggart, 60 years old, a leader in spiritualistic circles here, shot himself through the heart at his home. His daughter Blanche heard the shot and found him dead. He came to Reading ten years ago from Phoenixville.

ASSIGNMENT OF GRADE TEACHERS IS RECOMMENDED

Board of Directors to Approve Transfers Necessitated by Resignations

In addition to the appointment of a number of teachers to fill vacancies and the action on the report of Supervisor J. H. Bickley, who is in charge of special activities in the city schools, the board of directors at its meeting this afternoon was requested to approve the assignment of a number of grade teachers as arranged by Superintendent F. E. Downes.

In the following list of assignments the first name in each paragraph gives the vacancy to be filled, and each subsequent name is that of the person assigned to fill the preceding vacancy. The assignments follow:

W. H. Jacobs, supervisor, retired—G. H. Goetz, principal Cameron—Maude Kennedy, assistant, Cameron.

Blanche Hillard, grade 2, 3 Allison, resigned—Marion Walter, of grade 5, Allison—Mary E. Burkholder, of 2, 3, Downey—Isabel Saul, recently elected.

Mary Braxton, grade 2, 3, Calder, resigned—Sarah Cooper, recently elected.

Ruth Atkinson, grade 1, Cameron, resigned—Mabel Hall, of grade 1, Harris—Florence Rinkenbach, recently elected.

Olive Hall, grade 2, 3, Camonr, resigned—Margaret Murray, of grade 1, Steele—Florence Bentzel, of grade 1, Stevens—Mary Garland, recently elected.

William B. Morrow, grade 8, Cameron, leave of absence—Clara M. Fisher, of grade 6, 7, Cameron—Anni Laurie, of grade 6, 7, Reily—Reily school abandoned.

Mary Grant Braxton, grade 3, 4, Downey, married—Helen Johnston, recently elected.

Portable school, grade 1, 2, Downey—George Potter, recently elected.

Hope Eyster, grade 1, Downey, resigned—Mary Stroup, of grade 1, Allison—Anna Keiter, of grade 1, 2, Riverside—Helen Broomall, of grade 2, 3, Steele—Grace McLaughlin, of grade 2, 3, Stevens—Sarah Burgoon, recently elected.

New school, grade 6, 7, Harris—Anna G. Clouser, recently elected.

Clara Selegbaum, head teacher, Industrial Home, transferred to Central High school—Grace Reinert, recently elected.

Margaret Cover, grade 2, 3, Melrose, resigned—Gertrude Edwards, recently elected.

Elsie Landis, grade 1, Paxtang, resigned—Esther Nesbit, recently elected.

New school, grade 6, 7, Shimmell—Abigail Lamond, of grade 6, 7, Hamilton—Elizabeth Dum, of grade 6, 7, Hamilton—Laura Sloat, of grade 4, 5, Hamilton—Caroline Baskin, of grade 2, 3, Hamilton—Ione Stouffer, recently elected.

Clara Eaton, grade 2, 3, Vernon, resigned—Annie Zimmerman, of grade 4, 5, Vernon—Mabel Charles, of grade 2, 3, Harris—M. Cleo Haller, recently elected.

Louise Steinmetz, grade 2, 3, Webster, resigned—Anne Zudrell, of grade 2, 3, Foose—Sarah Pratt, recently elected.

Elizabeth Morgan, grade 1, Webster, married—Alice Barker, of grade 2, 3, Boas—Ida Hoffman, of grade 2, 3, Vernon—Ruth Parthemore, of grade 1, Camp Curtin—Hazel Rexroth, recently elected.

Jane Blalock, grade 2, 3, Wickersham, resigned—Ruth Parson, recently elected.

Ida M. Stewart, assistant, grade 8, Woodward, retired—Ruth Walzer, of grade 6, 7, Woodward—Clara Brown, of 6, 7, Maclay—Maclay school abandoned.

M. C. Mummer, principal, grade 8, Woodward, leave of absence—Clara H. Hook, assistant, of grade 6, 7, Maclay—Carrie L. Orth, of grade 8, Willard—Fannie Dunlap of grade 6, 7, Willard—Anna M. Bender, of grade 6, 7, Maclay—Mabel F. Harris, of grade 6, 7, Foose—Clara Bittner, of grade 6, 7, Woodward—Blanche Meloy, of grade 6, 7, Forney—Lizzie F. Jauss, of grade 6, 7, Stevens—Stevens school abandoned.

Marguerite Smith, grade 1, Calder, resigned—Irene Lewis, recently elected.

British Suffrage Leader Talks War in Boston

MRS. EMMALINE PANKHURST.

Mrs. Emmaline Pankhurst, British suffrage leader, is not spending much of her energy on her favorite subject in her tour of the United States. This photograph of her speaking to a large crowd in Boston shows her talking war, and little besides war.

LIBERTY BOND SALE MARKET FEATURE

Tax-Exempt Establishes New High Record of 100.10; Sumatra Yields 3 Points; Rails Dull, But Northern Pacific Gains a Point

New York, Aug. 16.—Wall Street.—A sale of Liberty tax-exempt 3½s at the year's new high record of 100.10 was the most noteworthy feature of the early trading on the Stock Exchange to-day. Leading shares, especially equipments and shippings, were firm to strong, leathers supplemented their substantial gains of the previous day. Changes among other specialties were rather confusing, Sumatra Tobacco yielding three points, while General Cigars gained 1½. Rails were dull but mainly higher, Northern Pacific gaining a point.

NEW YORK STOCKS

Chandler Brothers and Company, members of New York and Philadelphia Stock Exchanges—3 North Market Square, Harrisburg; 336 Chestnut street, Philadelphia; 34 Pine street, New York—furnish the following quotations:

	Open.	2 p. m.
American Can	46⅞	46¼
Amer Smelting	77¾	77⅞
American Sugar	109½	109½
Anaconda	66⅛	66¼
Atchison	86	86
Baldwin Locomotive	94	94
Bethlehem Steel	818¼	818½
Canadian Pacific	155¾	156
Central Leather	69	69½
Chino Con Copper	39	39
Col Fuel and Iron	47	47
Corn Products	43⅝	43⅝
Crucible Steel	68⅛	68½
Great Northern pfd	92	91¾
Great Northern Ore subs	32	32
Hide and Leather	19⅜	19⅜
Hide and Leather pfd	87	86½
Inspiration Copper	51¾	51⅝
International Paper	36¾	36¾
Merc War Ctfs	27¼	26¾
Merc War Ctfs pfd	100¼	99¾
Mex Petroleum	100½	101½
Midvale Steel	53	53
N Y N H and H	41⅞	42¼
Northern Pacific	90	89¾
Pennsylvania aRilroad	44⅛	44⅛
Ray Con Copper	24⅛	24
Reading	89⅜	89¾
Republic Iron and Steel	92¼	92¼
Southern Pacific	87¼	87
Studebaker	44½	45
Union Pacific	124¼	124¼
U S I Alcohol	127⅝	127½
U S Steel	111	110⅞
Virginia-Carolina Chem.	51⅝	51⅞
Westinghouse Mfg	44¼	44
Willys-Overland	19½	19⅜

PHILADELPHIA PRODUCE

By Associated Press

Philadelphia, Aug. 16. — Wheat — No. 1, soft, red, $2.25. No. 2 red, $2.24; No. 2, soft, red, $2.22.

Bran — The market is steady; soft winter, per ton, $46.50@47.00; spring, per ton, $44.00@45.00.

Corn — The market is firm; No. 2, yellow, $1.86@1.88; No. 3 yellow, $1.85@1.87.

Oats — The market is lower; No. 2, white, 81½@82c; No. 3, white, 80½@81c.

Butter — The market is steady; western, creamery, extra, 46c; nearby prints, fancy, 52@54c.

Eggs — Market firm; Pennsylvania, and other nearby firsts, free cases, $13.20@13.50 per case; do., current receipts, free cases, $12.90 per case; western, extras, firsts, free cases, $13.50 per case; do., firsts, free cases, $12.90@13.20 per case; fancy, selected, packed, 50@52c per dozen.

Cheese—The market is firm; New York and Wisconsin, full cream, 25½@26½c.

Refined Sugars — Market steady; powdered, 8.45c; extra fine, granulated, 7.25c.

Live Poultry — Market steady; fowls, 36@37c; young, softmeated roosters, 25@27c; young, staggy roosters, 25@26c; old roosters, 25@26c; spring chickens, not leghorns, 36@42c; leghorns, 34@36c; ducks, Peking, spring, 33@35c; do., old, 28@30c; Indian Runners, 26@27c; spring ducks, Long Island, higher, 36@37c; turkeys, 27@38c; geese, nearby, 25@26c; western, 25@26c.

Dressed Poultry — Firm; turkeys, nearby, choice to fancy, 39@40c; do., fair to good, 32@37c; do., old, 37@38c; do., western, choice to fancy, 37@38c; do., fair to good, 32@36c; do., old toms, 30c; old, common, 30c; fresh killed fowls, fancy, 36@36½c; do., smaller sizes, 32@35c; old roosters, 28c; spring ducks, Long Island, 36@37c; frozen fowls, fancy, 35@35½c; do., good to choice, 32@34c; do., small sizes, 28@30c; dresed Peking ducks higher, 34@36c; old, 30@32c; Indian Runners, 27@27½c; broiling chickens, western, 38@41c.

Potatoes — The market is lower; New Jersey, No. 1, 80@90c per basket; do., No. 2, 40@65c per basket; do., 150-lb. bags, No. 1, $3.50@4.00; do., No. 2, $2.00@2.25; Pennsylvania, 100 lbs., $1.30@1.65. New York, old, per 100 lbs., $1.55@1.75; western, per 100 lbs., $1.25@1.55; Maine, per 100 lbs., $1.60@1.80; Delaware and Maryland, per 100 lbs., 90c@$1.10; Michigan, per 100 lbs., $1.50@1.70; Florida, per barrel, $2.00@4.00; Florida, per bushel, hamper, 75@85c; Florida, per 150-lb. bags, $1.50@3.00; North Carolina, per barrel, $1.50@4.00; South Carolina, per barrel, $1.50@4.00; Norfolk, per barrel, $1.25@4.00; Eastern Shore, per barrel, $2.00@4.00.

Tallow — The market is firm, prime city, in tierces, 17¼c; city, special, loose, 18c; country, prime, 16¾c; dark, 15½@16c; edible, in tierces, 19@21c.

Flour — Weak; winter wheat, new, 100 per cent. flour, $10.65@10.90 per barrel; Kansas wheat, new, $11.25@11.50 per barrel; spring wheat, new, $11.25@11.50 per barrel.

Hay — Market firm; timothy, No. 1, large and small bales, $26.00@26.50 per ton; No. 2, small bales, $23.50@24.50 per ton; No. 3, $17.50@19.50 per ton; sample, $12.50@15.50 per ton; no grade, $7.50@11.50 per ton.

Clover — Light, mixed, $24.00@25.00 per ton; No. 1, light mixed, $20.50@21.50 per ton; No. 2, light mixed, $16.50@17.50 per ton; no grade, $15.00@20.00 per ton.

CHICAGO CATTLE

By Associated Press

Chicago, Aug. 16. — (U. S. Bureau of Markets). — Hogs — Receipts, 12,000; market strong with yesterday's average. Butchers, $18.90@19.55; light, $19.00@19.65; packing, $17.65@18.75; rough, $17.25@17.60; bulk of sales, $17.75@19.60; pigs, good and choice, $17.75@18.50.

Cattle — Reecipts, 4,000; slow and steady at yesterday's decline; calves steady.

Sheep—Receipts, 10,000; lambs generally steady. Sheep slow.

PENNSYLVANIANS WIN NEW GLORIES

[Continued from First Page.]

taking a score of prisoners and thirty-two machine guns.

Flanks Germans Out of Town

Lieutenant Milford Fredenburg, of Ridgeway, Pa., with his detachment, managed to get in back of the Germans, flanking them out of the town. Immediately supplies for several days were thrown across the bridge into the town and trenches were dug around the outskirts, with special emplacements and shelters for our machine guns.

It was against this well-prepared position that wave after wave of Germans on Monday sprinkled the fields with their dead. Corporal George Farsall, of Bradford, Pa., is mentioned for personal bravery during the enemy counterattacks.

Private Raymond Trainer, of Paoli, Pa., with his machine guns did unusually well, while Private John Marmouth, of Cumberland Valley, Pa., stood out in the open unscathed, piercing the Germans with hand grenades.

Sergeant Thomas S. King, of Philadelphia, not only took command of his company, when the officers were hit, but cared for the wounded and saw they were promptly removed to a dressing station.

Private James O'Neil, of West Philadelphia, under heavy artillery fire, went back to a bridge to test it and see if an ambulance could cross. He also brought up food to the trenches during the fight, volunteering for the difficult task.

Captain Charles Hendrick, of Blairsville, Pa., for the last three days and four nights has been living in a dugout at Fismette, directing care of the wounded, in which he has had the assistance of Captain George A. McGinnis, of Philadelphia, who personally conducted four ambulances across the river from Fismes and evacuated twenty-eight wounded men from this dugout dressing station.

Our boys who drove these ambulances, two to each ambulance, were Harry Broadbent, of Philadelphia; Raymond Onyx, of Kensington; John F. Maxwell and Albert Smith, of Frankford; Samuel Falls, Philadelphia; Alfred Baker, of Tacony; Michael Biemuller, of Tacony, and Jack Curry, of Philadelphia.

Tires Shot From Ambulances

Broadbent and Onyx had five tires shot out of their ambulances upon their first try at the bridge, being shelled down before they reached it. They returned to the dugout and helped carry back wounded from the advanced lines until the bridge was repaired. The same thing happened to Maxwell and Smith. Falls and Baker and Biemuller and Curry got their first loads of wounded across before the bridge was hit.

Major Frederick Hartung, of Pittsburgh, and Major Edward Eiland, of Corapolis, Pa., who were driven in a small car by Private Walter Frosch, of Pittsburgh, had thrilling experiences, making repeated trips from Fismes to Fismette, until the car was riddled with shellholes and had to be abandoned. Then they continued the work of directing the care of the wounded upon foot.

Another ambulance team, Private Joseph M. Murray and James R. Gunn, both of Philadelphia, took Captain Hendricks into Fismette and were the first to get back with a complete account of the fighting, which continues to be exceedingly hard to get, as the roads back of Fismes are filled with great shellholes and falling trees. A journey to this point of the combat requires four hours each way from the place where the articles are censored and put upon the cable for America.

Thought Killed in France; Comes Home From War

Pembroke, Mass. — Howard G. Leighton, who was mentioned in a Canadian casualty list as having died on a battlefield in France, startled his sister, Mrs. William C. Jones, by appearing at her home.

Leighton, who enlisted at Boston with a Canadian regiment, said that he was so badly gassed in battle that he was pronounced dead, and the body was ordered removed for burial. As he was being taken away, stretcher bearers noticed signs of life and took him to a hospital, where he recovered.

Notice of his death was sent to his family in March.

Mule's Walk to Death Puzzles Veterinarians

Danville, Ky. — A mule belonging to Mrs. Lillie Condor, of the Rolling Fork neighborhood, became afflicted with a strange disease and died a mysterious death, the cause of which veterinarians have been unable to account for. The animal was discovered in a pasture constantly walking, but neither eating nor drinking. He was keeping a steady gait and could not be frightened sufficiently to make him run. This hybrid was taken to a barn lot and there he continued to walk. Finally he was fastened in a small stall and for a time he merely lifted his feet up and then put them down again. This he continued but a short time, when he pushed the planks loose and extricated himself, only to resume his walking in the lot. No feed would tempt him to stop; no coaxing would induce him to cease traveling. Finally he fell over dead.

LEGAL NOTICES

NOTICE

Notice is hereby given that Harvard C. Zacharias presented to the Court of Common Pleas of Dauphin County, on August 7, A. D. 1918, his petition asking for a decree of satisfaction of a mortgage given by A. Boyd Hamilton to Herman Alricks, surviving executor of Gen. Jacob Spangler, dated March 13, 1871, recorded in the Dauphin County Recorder's Office in Mortgage Book "U," Vol. 1, Page 598, for Ten Thousand ($10,000) Dollars, on premises, inter alia, known as No. 538 South Sixteenth Street, Second Ward, Harrisburg City, Dauphin County, Pennsylvania, 14.38 feet on said street and 79 feet in depth; the Court did thereupon order that all persons interested appear in said Court on Monday, September 23, A. D. 1918, and answer the said petition, otherwise satisfaction of said mortgage by the Recorder of Deeds would be decreed. The said proceedings are filed of record to No. 338, September Term, A. D. 1918, Dauphin County Common Pleas Court.

CHARLES C. STROH,
THOMAS C. McCARRELL, JR.,
Attorneys for Petitioner.
Harrisburg, August 9, 1918.
W. W. CALDWELL,
Sheriff.

NOTICE

Notice is hereby given that the Commonwealth Trust Company, Executor of and Trustee under the will of Marlin E. Olmsted, deceased, presented to the Court of Common Pleas of Dauphin County, Pennsylvania, on August 7, 1918, its petition for a Decree of Satisfaction of a mortgage given by William Ayres, Trustee, to John C. Bucher, Esq., dated July 27, 1843, recorded in the Dauphin County Recorder's Office in Mortgage Book "K," Vol. 1, Page 267, for Five Hundred ($500) Dollars on premises, inter alia, known as Nos. 7 and 9 North Third Street, Third Ward, Harrisburg City, Dauphin County, Pennsylvania, forty-two (42) feet, more or less, front on said street, and fifty-two (52) feet six (6) inches in depth; the said Court thereupon ordered that all persons interested be and appear in said Court on Monday, September 23, 1918, and answer the said Petition; otherwise satisfaction of said mortgage by the Recorded of Deeds of Dauphin County would be decreed. The said proceedings are filed of record to No. 323, September Term, 1918, Dauphin County Common Pleas Court.

CHARLES C. STROH,
THOMAS C. McCARRELL, JR.,
Attorneys for Petitioner.
Harrisburg, August 9, 1918.
W. W. CALDWELL,
Sheriff.

Cossack Army Pushes Way Across Don River

Amsterdam, Aug. 16.—The Don Cossacks have cleared the left bank of the Don of their opponents and are marching victoriously on Zaragin, from which they are only one day's march distant, says an official statement issued by the Don Cossacks staff and received here from Kiev.

The newspapers at Kiev report that the Cossacks from the northern Don region have entered the government of Veronesh.

A dispatch to the Cologne Zeitung from Kiev says the Don and Kuban governments and the leaders in the adjoining regions have entered negotiations looking to the establishment of a joint central government.

U-BOAT OFFICER UNDER ARREST IN CARTAGENA

Paris, Aug. 16.—According to a Barcelona dispatch to the Temps, the captain general at Cartagena caused the arrest on Monday at midnight of the German officers in charge of the German submarine interned at Cartagena. The arrest was made at the German officers' hotel and was ordered, the message adds, on the ground that the hour had expired for the officer to renew his word of honor that he would not try to escape, which he was required to do each Monday.

LEGAL NOTICES

EXECUTOR'S NOTICE

Estate of V. Lorne Hummel, late of Harrisburg, Dauphin County, Pa., deceased.

All persons having claims or demands against the said estate are hereby requested to make known the same, and all persons indebted to the said decedent to make payment without delay to

WILLIAM S. MIDDLETON,
LUCRETIA HUMMEL,
Executors,
333 Market Street,
Harrisburg, Pa.

Or

WILLIAM M. HAIN, ESQ.,
333 Market Street,
Harrisburg, Pa.,
their Attorney.

Estate of Adaline Baldwin, deceased.

LETTERS OF ADMINISTRATION on the above estate having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims to present the same, without delay, to

WARREN H. BALDWIN,
Executor,
Paoli,
Chester County, Pa.

NOTICE

The following ordinance was passed by the City Council and signed by the Mayor on the 6th day of August, A. D. 1918, and is published as directed by Article 6, Section 7, of the Act of Assembly approved June 27, A. D. 1913.

AN ORDINANCE

Regulating the Use of the Public Highways and Prescribing a Penalty for the Violation Thereof.

Section 1. Be it ordained by the Council of the City of Harrisburg, and it is hereby ordained by authority of the same, That for the purpose of this ordinance the term "vehicle" means any conveyance other than a street car or a baby carriage, used or intended to be used to transport persons or property on the public highways. The term "vehicle" shall also include a bicycle, tricycle, motorcycle and similar conveyances.

The term "highway" means any street, lane, alley, avenue, boulevard, viaduct, bridge, or other place intended, used or set apart for public travel.

The term "driver" means the rider, driver or leader of a horse or mule, and the person who pushes, draws, propels, operates, or is in charge of a vehicle.

The term "parked" means a waiting vehicle, with or without driver, standing more than five minutes.

Section 2. No person shall operate a motor vehicle recklessly, or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic, and use of the highway, or so as to endanger property, or the life or limb of any person; but no person shall drive a motor vehicle at a rate of speed exceeding one mile in two and one-half minutes, except on highways posted with "Danger; run slow" and "End of fifteen mile limit" signs, as required by law, on which posted highways no vehicle shall be operated at a rate of speed exceeding one mile in four minutes.

In passing schools on school days, between the hours of eight o'clock A. M. and four o'clock P. M., no person operating, driving or propelling any vehicle shall proceed, nor shall the owner or occupant of any such vehicle riding thereon or therein, cause or permit the same to proceed at a rate of speed greater than ten miles per hour.

No street car shall be driven or operated at a rate of speed exceeding fifteen miles per hour.

In the Market street subway no vehicle shall pass to the left of an overtaken vehicle or street car, and on Fourth street, from the north side of Buck alley to a point one hundred and fifty feet beyond the south side of Chestnut street, on the Mulberry street viaduct within one hundred feet of the Cameron street approach, and on the Cameron street approach to said viaduct, no vehicle shall pass to the left of an overtaken motor driven vehicle, unless traffic shall be delayed by an accident, and then only under the guidance of a police officer.

A vehicle meeting another shall pass to the right and overtaking another shall pass to the left.

A vehicle turning to the right into another highway shall turn the corner as close to the right curb as possible; turning to the left into another highway shall not so turn until it shall have passed the center of such other highway; and crossing from one side of a highway to another shall turn to the left so as to advance with the traffic on such other side.

The driver of a vehicle when slackening speed, stopping, backing or turning, shall signal with hand or whip to the driver of a closely following vehicle.

Every vehicle moving slowly shall keep as close as practicable to the right curb.

No vehicle shall stop with its left side to the curb, except on one-way highways.

Upon the approach of fire apparatus responding to an alarm, every vehicle shall be driven as close as practicable to and parallel with the right curb and stopped, and every street car shall be stopped.

Vehicles shall be under control at all times, and particularly at intersecting highways; and at intersections the vehicle approaching to the right of any driver or operator shall have priority to proceed.

No vehicle shall be driven or operated upon, or allowed to stand, on any sidewalk.

No vehicle nor street car shall stop on any cartway crossing intended for pedestrians.

No vehicle, unless in an emergency, or to allow another vehicle or pedestrians to cross its path, shall stop on any two-way highway except close to the right curb.

Street cars or vehicles, except police, fire, United States mail, or ambulances, shall not be driven through a funeral or other procession without the permission of a police officer, and such police, fire, United States mail or ambulance vehicles shall have the right of way on all highways.

Vehicles shall not stand nor move two or more abreast.

All vehicles and street cars shall be stopped or moved when, where and as directed by a police officer.

All vehicles, except animal drawn, shall when in use be provided with a signalling device, in no way similar to that used on police, fire or ambulance vehicles, sufficient to give due warning of the approach of the vehicle; but no such signalling device shall emit a sound unduly loud, annoying or distressing, or such as might frighten pedestrians or animals.

Vehicles shall not remain standing at night without a light or lights so displayed as to be visible from any direction; shall not be driven or operated when loaded with any material that produces any loud, annoying or distressing sound; and, except when properly parked at market places, shall remain backed to the curb only long enough to be loaded or unloaded.

No person shall, without the consent of the driver or operator, go upon any vehicle or street car, or hitch to or seize hold thereof, for the purpose of being drawn by the same.

No animal drawn vehicle shall be so loaded that it cannot be drawn on all highways.

No vehicle shall be allowed to remain upon or be driven along any highway in such manner as to obstruct the traffic on such highway.

When any motor vehicle, not in charge of a competent driver or operator, is standing on any highway, the motor or engine thereof shall be stopped.

The driver of a motor vehicle, motorcycle or street car, in approaching an intersecting highway, or in passing another vehicle from the rear, shall by signal give due warning of such approach.

No motor vehicle shall be operated in such a manner as to emit an undue amount of steam, smoke or products of combustion, or to drop oil or other injurious substances on any highway.

Every motor vehicle using gasoline or other explosive mixture or substance as a motive power shall at all times be provided with and use a muffler or other apparatus sufficient to deaden the sounds of the explosion.

No person under the influence of liquor shall drive or operate any vehicle.

No persons shall obstruct the passage of any street car by driving a vehicle in front of such car, or by remaining on the track when signalled to leave the same by the motorman of such car, or by otherwise preventing the passage of such car. This clause, however, shall not apply to the temporary occupation of the track by vehicles actually being loaded or unloaded, which occupation shall not exceed five minutes, and where the space permits, said vehicle shall be so set as not to obstruct the tracks.

The driver of any vehicle who is serving customers from door to door on Race street shall keep such vehicle between the car tracks on said street.

When a vehicle meets or overtakes a street car which has stopped to receive or discharge passengers, it shall not pass such car until the same has started and until all passengers who have alighted shall have reached the nearest sidewalk.

When a street car is stopped at a highway intersection to take on or discharge passengers, cars passing in opposite direction shall run slowly, the motorman shall sound the alarm gong and have the car under perfect control.

A vehicle about to enter the Market street subway shall not go upon the street car tracks until within one hundred feet of the entrance of the subway, and on leaving the subway shall leave the tracks within one hundred feet from the exit of the subway.

When the animal or animals attached to a vehicle backed to the curb shall be turned to the right and at right angles to the v